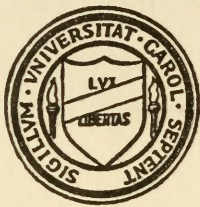


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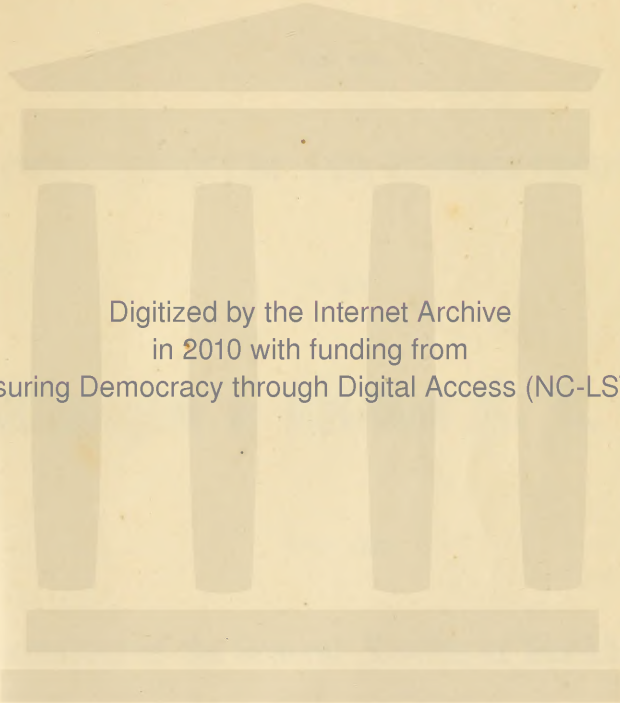
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ANNUAL REPORTS

OF THE

PRESIDENT AND DIRECTORS,

AND THE

CHIEF ENGINEER AND SUPERINTENDENT

OF THE

Wilmington & Weldon R. R. Co.,

WITH THE

Proceedings of the General Meeting of Stockholders.

NOVEMBER 23D. 1864.

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WILMINGTON, N. C.:

FULTON & PRICE STEAM POWER PRESS PRINTERS.

1864.

ANNUAL REPORT

THE BOARD OF DIRECTORS

AND THE

MANAGEMENT OF THE

OF THE

OF THE

OF THE

OF THE

OF THE

OF THE

1881



## OFFICERS FOR 1864--'65.

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### ADMINISTRATIVE OFFICERS.

PRESIDENT :

S. D. WALLACE.

BOARD OF DIRECTORS:

ON THE PART OF INDIVIDUAL STOCKHOLDERS:

P. K. DICKINSON,  
A. J. DEROSSET,  
J. D. BELLAMY,

BENNETT FLANNER.

WM. S. BATTLE,  
WALKER MEARES,  
EDWARD KIDDER,

ON THE PART OF THE STATE.

WM. A. WRIGHT,

W. W. BRICKELL,

G. W. COLLIER.

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### EXECUTIVE OFFICERS.

S. L. FREMONT, *Chief Engineer and Superintendent.*

J. W. THOMPSON, *Secretary and Treasurer.*

WM. SMITH, *Assistant Superintendent.*

W. J. YOPP, *General Freight Agent.*

W. M. POISSON, *Book Keeper, and Gen'l Ticket Agent.*

A. J. GALLOWAY, *General Agent at Goldsboro'.*

JOHN CAMPBELL, *General Agent at Weldon.*

F. McMILLAN, *Master of Machinery.*

JOHN H. WRIGHT, *Master Carpenter.*

JOHN CRONE, *Road Master, second division.*

SILAS BASS, *Road Master, first division.*

OFFICIALS OF THE BUREAU

ADMINISTRATIVE OFFICERS

J. D. WILSON

CHIEF OF BUREAU

ON THE PART OF INDIVIDUAL ESTABLISHMENTS

Wm. B. Davis  
Edward Alden  
Raymond M. Allen

J. D. Wilson  
A. J. Dabney  
J. D. Bellamy

Harriet L. Allen

ON THE PART OF THE STATE

Wm. A. Lumsden  
G. W. Corbin  
W. W. Bellamy

EXECUTIVE OFFICERS

E. J. Lumsden, Chief of Bureau and Special Agent  
J. W. Thompson, Secretary and Treasurer  
Wm. B. Davis, Assistant Secretary  
W. G. Lumsden, Chief of Division  
W. M. Lumsden, Chief of Division  
A. J. Lumsden, Chief of Division  
John Lumsden, Chief of Division  
John Lumsden, Chief of Division  
John Lumsden, Chief of Division  
John Lumsden, Chief of Division  
John Lumsden, Chief of Division



## LIST OF STOCKHOLDERS in the W. &amp; W. R. R. Co.

NAMES AND RESIDENCE.		NAMES AND RESIDENCE.	
	Shares.		Shares.
Aaron, Henry, Halifax.....	1	Bond, James.....	5
Albia, Eugenia, Olin.....	8	Boddie, E C, Nashville.....	5
Allen, Mary, Est., Wilmington.....	3	Bowden Daniel, Bear Swamp.....	1
Anderson, Alex, Est., administrator of A. Lazarus, Wilmington.....	1	Bowden, W N, Wilmington.....	1
Anderson, Alex, Est., Wilmington.....	50	Bourke, Joseph, Norfolk.....	1
Anderson & Goodridge, Norfolk.....	2	Bradley, Richard, Wilmington.....	53
Andres, Sophia, Westbrooks.....	12	Bradley, Eliza C, do.....	1
Armstrong, T J, Wilmington.....	30	Bradley, James A, do.....	50
Arrington, H H.....	1	Bradley, James A, Trustee of C Eels, Wilmington.....	5
Ashe, Anna L, Chapel Hill.....	22	Bradley, C W, Trustee of L A Jewett, Wilmington.....	54
Austin, R H, Tarboro'.....	2	Bradley, Willie, Tarboro'.....	8
Austin, Norfleet & Co, Tarboro'.....	49	Branch, Thos & Sons, Petersburg.....	32
Avent, T W.....	1	Branch, S G & Bro, do.....	1
Bain, Thos A.....	1	Branch, S W, Halifax.....	2
Bain & Co.....	5	Braswell, A, Tarboro'.....	5
Baker, J H, Tarboro'.....	1	Braswell, W T, do.....	5
Baker, Elony, do.....	5	Brickell, W W, Halifax.....	4
Baker, Jesse do.....	2	Bridgers, B R, Tarboro'.....	88
Baker, John do.....	2	Bridgers, J L, do.....	51
Baker, W S, Trustees of Polly Pitt, Tarboro'.....	2	Brown, Gray L, do.....	2
Baker David G.....	1	Brown, R F, Wilmington.....	3
Baker, Samuel A.....	5	Brown, John P, New York.....	25
Baker, Daniel B.....	1	Brown, Mary A.....	1
Barlow, David, Tarboro'.....	35	Brown, Margaret.....	8
Barfield, John, Est, Faison's.....	5	Brogden, Nathan, Goldsboro'.....	3
Barnes, Jacob S, Wilson.....	2	Broughten, Laura B.....	1
Barnes, William J, do.....	3	Bryan, Battle, Tarboro'.....	1
Barnes, Edwin, Stantonburg.....	2	Bryan, E M, do.....	5
Barnes, Burket, Wilson.....	1	Bryan, Gray, do.....	5
Batchelor, L W, Enfield.....	3	Bryan, Josiah, do.....	1
Battle, W S, Rocky Mount.....	130	Bryan, Elias, do.....	20
Battle, W R, Chapel Hill.....	28	Bryan, Joseph, do.....	3
Battle, Mary P, do.....	5	Bryan, P A E, Battle's.....	2
Battle, P B.....	25	Bryan, H B, Tarboro'.....	20
Battle, Kemp P, Raleigh.....	10	Buff, Henry, do.....	1
Battle, James L, Tarboro'.....	20	Bullock, D W, do.....	20
Batts, Emma L, Joyner's.....	1	Bullock, J R, do.....	15
Batts, Dempsey B, do.....	2	Burgwin, H W, Wilmington.....	3
Batts, Isaac F, do.....	2	Bynum, Turner, Wilson.....	10
Batts, Margaret, do.....	1	Camp, W S.....	2
Beatty, W H, Est, Fayetteville.....	10	Carney, Wright, Tarboro'.....	1
Beavans, John, Halifax.....	9	Carney, James, do.....	3
Bell, H C.....	1	Carr, T B, Wilmington.....	10
Bellamy, John D, Wilmington.....	61	Caraway, William, Dudley.....	10
Bellamy, J T, Enfield.....	18	Cassidy, James, Wilmington.....	85
Bellamy, J C, do.....	18	Chapman, R, Tarboro'.....	19
Betts, Mary, Wilmington.....	1	Chamberlin, R H.....	8
Bettencourt, W C, Est, Wilmington.....	21	Cherry, W R, Tarboro'.....	5
Becton, John E, Dudley.....	24	Cherry, H R, do.....	2
Biggs, Joseph J, Raleigh.....	5	Cherry, C C, do.....	2
Biggs, K & Co, Petersburg.....	10	Cherry, S T, do.....	1
Bilisoly, J A, Portsmouth.....	3	Cherry, Erastus, do.....	2
Bilisoly, A, do.....	3	Cherry, L R, do.....	10
Bizzell, C W, Goldsboro'.....	1	Claeiva, F A.....	5
Blossom, B & Son, New York.....	10	Clarke, H T, do.....	34
Blow, George.....	12	Clements, P P, do.....	5
Bond, H F, Raleigh.....	5	Cocke, C L, Norfolk.....	1
Borden, M A, Goldsboro'.....	5	Cocke, John, do.....	5
Borden, Betsey, Alabama.....	19	Cobb, W D, Dudley.....	21
Bauman, J G, Wilmington.....	1	Cobb, John P, do.....	3
Bochover, B T.....	2	Cobb, N B, Goldsboro'.....	3



## LIST OF STOCKHOLDERS—CONTINUED.

NAMES AND RESIDENCE.	Shares.	NAMES AND RESIDENCE.	Shares.
Cobb, David, Tarboro'	2	Ellis, C D, Wilmington	25
Coley, John, Goldsboro'	3	Eliot, J G, Faison's	3
Collier, G W, Dudley	20	Elinor, James, Rocky Mount	2
Coffield, Martha C, Enfield	1	Elinor, W T, do	2
Coffield, Sarah W, do	1	Emerson, Arthur, deceased	5
Conyers, L M, Wilmington	2	Emerson, Arthur, Portsmouth	2
Cooper, Blount	1	Emery, T R, Pittsboro'	20
Cotton, A S, Tarboro'	1	Emery, E V & M F, Pittsboro'	20
Cotton, Lanra P, do	6	Englehard, J A, Tarboro'	11
Cotton, Arabella C, Tarboro'	1	Everett, John, Goldsboro'	20
Cotton, Florida, do	1	Ezzell, J R, Warsaw	5
Cotton, J W, do	1	Faison, Elias, Faison's	30
Cotton, A J, do	10	Faison, J R, do	5
Cox, W R, Raleigh	15	Faison, M J, Trustee for M A Mc-	
Cox, Silas, Est, Goldsboro'	1	Dougald, Warsaw	4
Cox, Macijah, Est	10	Faison, M J, Trustee for E L Faison,	
Cox, S P, Speight's Bridge	2	Warsaw	3
Cowan, Thomas, Wilmington	20	Faison, M J, Warsaw	4
Craft, T C, do	5	Faison, Frank J do	3
Crawford, M K, Goldsboro'	3	Faison, A M, do	3
Crawford, A E, do	4	Faison, W A, do	3
Crowell, Thos M, Halifax	5	Faison, W A, Guardian to S E W J &	
Crow, W H	2	A M Rhodes, Warsaw	4
Croome, Lott, So Washington	5	Farmer, Walter, Wilson	1
Cromartie, Ann, Gravelly Hill	4	Farmer, Moses, do	1
Cromartie, Peter, do	20	Farmer, S B, do	1
Cromartie, W K, do	3	Farmer, Gernsha, do	1
Cromartie, W J, do	7	Farmer, L D, do	1
Crook, William	10	Fergus, David, Wilmington	12
Cromwell, Elisha, Tarboro'	10	Fennell, Owen, Harrell's Store	5
Cummings, T E	8	Fennell, John M, do	4
Dancy, John S, Tarboro'	28	Ferrall, Michael, Est, Halifax	118
Dancy, W F, Est, do	30	Fields, Mary F, Goldsboro'	1
Daniel, Zilpha, Black Creek	1	Filyaw, O L, Est, Wilmington	12
Daniel, J H, Tarboro'	11	Flanner, B, Wilmington	20
Daniel, W W	2	Flanner, J H, do	10
Daughtry, Reddin, Rocky Mount	3	Foreman, W J, Tarboro'	5
Davis, M W, Halifax	5	Fowler, W G, Wilmington	5
Davis, John A	1	Fremont, S L, do	250
Dawson, John, Wilmington	6	Frink, S F, do	12
Depeyster, J F, Trustee for M C Liv-		Frink, L, do	18
ington, New York	80	Frink, L & S F, Trustees of Louisa	
Depeyster, J F, Trustee for M Wood-		Nutt, Wilmington	2
bridge, New York	15	Frink, L and H Nutt, Trustees of M	
DeRosset, A J, Est, Wilmington	25	E Smith, Wilmington	2
DeRosset, A J, do	145	Frink, L and H Nutt, Trustees of L	
DeRosset & Brown, do	16	Waters, Wilmington	2
Devane, J C, Harrell's Store	5	French, G R, Wilmington	31
Dickinson, P K, Wilmington	100	Futch, D K, do	20
Dickinson, P K, Executor of Mary L		Goelet, E H	8
Orme, Wilmington	10	Gomage, Elijah, Norfolk	5
Dickson, J H, Est, Wilmington	30	Gary, J R, Halifax	3
Donnans & Johnson, Petersburg	4	Gary, G G, Weldon	1
Dorch, W T, Goldsboro'	25	Gary, R B, Halifax	1
Downey, F T, trustee	5	Gary, J R, Trustee for A J Ousby,	
Dowier, Richmond, Tarboro'	5	Halifax	2
Drane, R B, Jr, Wilmington	56	Gardner, J D, Wilmington	5
Dudley, E B, Est, do	17	Giles, W B, do	17
Dudley, Jane A, do	58	Gillespie, J M, Kenansville	2
Dunn & Spencer, Tarboro'	2	Gilliam & Dunlop, Petersburg	2
Dunn, L S, do	27	Graham, C W, Kenansville	14
Edens, Robert, Est, Wilmington	20	Gray, Peter D, Rocky Mount	10
Edens, Sarah, do	5	Garrett, J M	1
Edmonds, Benjamin, Enfield	10	Green, Snsan H, Goldsboro'	2

## LIST OF STOCKHOLDERS—CONTINUED.

NAMES AND RESIDENCE.		NAMES AND RESIDENCE.	
	Shares.		Shares.
Greer, John, Kenansville.....	1	Howell, J.....	60
Gregory, R J, Goldsboro'.....	3	Huggins, J H.....	5
Griswold, J B, do.....	3	Huggins, Thos, Est, Wilmington.....	5
Goodwin, David, Est, Smithville.....	15	Huggins, Jesse.....	1
Gwynn, Walter, Columbia.....	35	Hurdle, Benjamin, Smithfield.....	2
Hale, Lewis, Halifax.....	2	Hunter, Benjamin, Halifax.....	36
Hall, Willis, Est, Goldsboro'.....	160	Hunter, William.....	19
Hall, Eli W, Wilmington.....	18	Hunter, Margaret H, do.....	13
Hall, W H, do.....	71	Hunter, H L B, do.....	1
Hall, A E, do.....	26	Hussey, J B, Kenansville.....	10
Hall, E D, do.....	61	Hyman, T C, Tarboro'.....	3
Hall, Eliza J, do.....	46	Hyatt, McBurney & Co, Charleston.....	10
Harriss, Mary P, do.....	12	Jenkins, Joab, Tarboro'.....	1
Harriss, George, do.....	50	Jenkins, S P, do.....	5
Harriss, N T, do.....	3	Jenkins, C H, do.....	6
Harriss, A C, Halifax.....	2	Jenkins, J F, do.....	16
Harriss, W W.....	50	Jenkins, J D, do.....	5
Harriss, R J, Enfield.....	19	Jenkins, F H, do.....	4
Halliday, M J, Halifax.....	23	Jewett, R R, Wilmington.....	1
Hardy & Brother.....	15	Jewett, Stephen, Est, Wilmington.....	32
Hardy, Jesse H, Mosely Hall.....	1	James, Isaac, do.....	1
Hatch, J R, Monnt Olive.....	2	Johnston, Benjamin, Ringwood.....	9
Hansly, W M.....	1	Johnston, R W, Est, Wilmington.....	40
Harrison, Scott & Co, Petersburg.....	1	Johnson, W H, do.....	10
Hart, W S, Tarboro'.....	3	Johnston, J W, do.....	1
Hart, S L, do.....	13	Joyner, Moses, Tarboro'.....	2
Hart, Almon, do.....	8	Joyner, Henry, do.....	1
Hart, B T, do.....	3	Joyner, G L, do.....	1
Hart, Ellen, do.....	2	Jones, J W, do.....	1
Hathaway & Co, Wilmington.....	5	Jones, W A, do.....	1
Hathaway, Betsy, do.....	5	Jones, W H, do.....	1
Hatton, J G, Norfolk.....	1	Jones, Calvin, do.....	5
Haywood, Jane F, Raleigh.....	21	Jones, Frances, Littleton Depot.....	9
Hill, Eliza R, Wilmington.....	8	Jones, Willie W, Est, do.....	1
Hill, F J, do.....	29	Keith, E A, Wilmington.....	6
Hill, R B, do.....	13	Kelly, E V, Est, do.....	3
Hill, William, do.....	14	Kerr, James, Harrell's Store.....	5
Hill, C D, Warsaw.....	50	Kennedy, Thomas, Goldsboro'.....	15
Hill, W E, do.....	50	Kidder, Edward, Exe'r, Wilmington.....	30
Hill, F J, Est, Wilmington.....	30	Kirby, J C, Clinton.....	1
Hill, Thomas.....	18	Kirby, William, do.....	4
Hicks, A R, Faison's.....	10	Kirby, H A, E E & A M, Clinton.....	4
Hilliard, M N, Chapel Hill.....	20	Killebrew, Joshua, Tarboro'.....	3
Hines, Joel, Marlboro'.....	1	Killebrew, C B, do.....	6
Hines, Richard, Est, Halifax.....	10	Killebrew, G W, do.....	1
Hinton, David.....	5	Kinnear, T J, Kenansville.....	2
Hedrick & Ryan, Wilmington.....	1	King, Coffield, Tarboro'.....	8
Hoskins, B L, Estate, do.....	5	Knight, B F, do.....	5
Hoskins & Bowditch, Tarboro'.....	5	Knight, J C, do.....	5
Hollowell, T T, Goldsboro'.....	1	Knight, John, do.....	5
Hollowell, Thomas, Dndley.....	5	Knight, E E, do.....	1
Horne, J L, Rocky Monnt.....	3	Knight, J W, do.....	2
Hodges & Baker, Norfolk.....	6	Knight, P E, do.....	2
Hood, Britton, Dndley.....	3	Kornekay, Daniel, Monnt Olive.....	15
Hood, Catharine, do.....	4	Ladies' Benevolent Society, Wilming-	
Hood, John B, do.....	3	ton.....	12
Holloman, Elizabeth, Dndley.....	3	Lamb, William, Wilmington.....	10
Howard, H N, do.....	5	Lamb, W W, Norfolk.....	2
Howard, D C, do.....	1	Lamb, A M.....	5
Howard, George, Wilson.....	25	Land, John J.....	1
Hooker, Julia A, Hillsboro'.....	8	Lane, W W, Wilmington.....	25
Hooker, O, do.....	9	Lane, W K, and J H Green, Adminis-	
Hooks, Ann M, Goldsboro'.....	6	trators of J A Green, Goldsboro'..	8
Howell, Britton, Tarboro'.....	5		



## LIST OF STOCKHOLDERS—CONTINUED.

NAMES AND RESIDENCE.		NAMES AND RESIDENCE.	
	Shares.		Shares.
Langdon, P H, Wilmington.....	10	McRae, John C, Wilmington.....	20
Langdon, W A, Est, do.....	5	McRae, Alex, do.....	35
Lancaster, Robert.....	1	McRae, John, do.....	70
Larkins, William, Wilmington.....	18	McRae, Walter H, do.....	10
Latimer, Z, do.....	45	McRae, Margaret E, do.....	10
Lawrence, J H, Tarboro'.....	1	McRae, Henry, do.....	1
Lawrence, T D, do.....	4	McRackin, R M, Whiteville.....	87½
Lawrence, Josiah, do.....	9	McRary, W H, Wilmington.....	5
Lawrence, Emily L, do.....	1	Meares, Walker, do.....	20
Lawrence, V J, do.....	1	Meares, Catharine G, Wilmington.....	65
Lawrence, John, do.....	5	Meares, W B, do.....	5
Lazarus, Julia, Raleigh.....	39	Meares, Gaston, Est, do.....	5
Lazarus, Ellen, do.....	32	Mercer, Thomas N, Tarboro'.....	1
Lazarus, Rachel A.....	32	Mercer, John, do.....	10
Lazarus, Maria C.....	32	Mercer, W F, do.....	1
Lawton, Matthew, Wilmington.....	10	Mercer, D V, do.....	1
Lawton, Joseph, do.....	5	Mercer, J R, do.....	5
Legget, J R, Tarboro'.....	1	Mercer, W D, do.....	2
Leigh, John H.....	1	Mercer, Jesse, do.....	2
Lewis, W F, do.....	30	Meriman, L A.....	5
Lewis, Incy S, do.....	1	Medway, L C, Wilmington.....	25
Lewis, John W, do.....	10	Miller, C B, do.....	54
Lewis, K H, do.....	35	Middleton, R M, Warsaw.....	2
Lloyd, J W, do.....	2	Middleton, Jeremiah H, Warsaw.....	2
Lofton, L R, Bear Swamp.....	20	Middleton, T J, do.....	1
Long, N M, Weldon.....	1	Mitchell, C T.....	210
Long, W S, Tarboro'.....	2	Moore, Geore J, Moore's Creek.....	1
Long, J S, do.....	3	Moore, James P, do.....	7
London, M, Wilmington.....	1	Moore, A L, do.....	1
Lord, W C, Est, do.....	10	Moore, W Y, Wilson.....	12
Lord, Haynes, do.....	1	Moore, Thomas R, Tarboro'.....	1
Love, Edward, Florida.....	10	Moore, R F, Raleigh.....	40
Love, John D, Wilmington.....	2	Moore, Ellen T, Raleigh.....	1
Lyon, Joshua, Tarboro'.....	10	Morgan, Arthur.....	25
Lyon, B T, do.....	4	Murphy, J S, Wilmington.....	21
Manly, J R, Dndley.....	1	Murphy, Patrick, Taylor's Bridge.....	75
Martindale, Harry, Wilmington.....	10	Murphy, N H, Wilmington.....	3
Marble, Joseph, do.....	10	Murphy, C W, Moore's Creek.....	2
Manor, T L, Battleboro'.....	5	Murphy, H F, Teachey's.....	4
Marshall, F S.....	1	Murphy, J H, Long Creek.....	2
Marks, W H & Co, Wilmington.....	2	Murry, Eli.....	20
Martin, Alfred, do.....	15	Myers, Myer, Norfolk.....	5
Martin, R A, Petersburg.....	4	Myers, George, Wilmington.....	20
Mason, J M, Jr, Wilmington.....	12	Neale, C E, Tarboro'.....	2
Mayo, Thomas, Tarboro'.....	5	Nevil, Jesse P, do.....	6
Mayo, B C, do.....	4	Nevil, E K, Halifax.....	1
McCaleb, A B, Est, Wilmington.....	4	Nixon, N N, Wilmington.....	103
McDowell, J A, Elizabethtown.....	5	Norfleet, Robert, Tarboro'.....	90
McDowell, T D, do.....	10	Norfleet, John, do.....	11
McDowell, P P, do.....	3	Norfleet, Thomas, do.....	5
McDowell, Margaret do.....	2	Nutt, Henry, Wilmington.....	55
McDowell, Mary L, do.....	2	Oates, J A, Faison's.....	1
McDaniel, David, Tarboro'.....	1	Oates, J O, Sparta.....	1
McIlwaine, Son & Co, Petersburg.....	10	Oberry, Thomas, Tarboro'.....	1
McIver, Evander, Carthage.....	15	On by, W C, Halifax.....	2
McIver, Alex, do.....	10	Ousby, J L, do.....	2
McInte, Barbara, Dudley.....	5	Ousby, Kate F, do.....	3
McMillan, John J, Elizabethtown.....	10	Owen, James, Wilmington.....	10
McLin, Henry, Wilmington.....	5	Owen, Thomas R, Tarboro'.....	10
McNair, A H, Tarboro'.....	2	Parker, Jesse W.....	8
McNair, Hugh, do.....	5	Parker, W W, Rocky Mount.....	4
McRae, Colin, Fayetteville.....	5	Parsley, O G, Wilmington.....	70
McRae, Donald, Wilmington.....	7	Pearsall, Jeremiah, Guardian, Ken-	
McRae, Donald, Trustee, Wilmington.....	35	ansville.....	2



# LIST OF STOCKHOLDERS—CONTINUED.

NAMES AND RESIDENCE.		NAMES AND RESIDENCE.	
	Shares.		Shares.
Pearsall, Rachel J, Kenansville.....	2	Savage, H. M., do ..	10
Pierce, W W, Raleigh.....	23	Savage, Timothy, do ..	5
Pierce, R B, Halifax.....	1	Savage, L L, Tarboro'.....	5
Person, W M, Halifax.....	5	Savage, Henry.....	10
Pender, D, Tarboro'.....	5	Savage, Moses T, Tarboro'.....	2
Pender, R H, do .....	5	Savage, R A, do .....	1
Pender, Mary, do .....	1	Sessoms, Isaac, do .....	10
Pender, J J B, do .....	2	Sharrock & Hardy, Ex'ors Tarboro' ..	4
Perry, Abner J.....	1	Shaw, E F, Warsaw .....	3
Petteway, W D.....	5	Sharp, J J, Joyner's.....	1
Petteway, Mark H.....	5	Sharp, W G, do .....	1
Petteway, J T, Wilmington.....	1	Shurley, Elizabeth, Tarboro'.....	10
Pitt, Bennett P, Tarboro'.....	10	Sloan, D D, Kenansville.....	4
Pitt, Joab P, do .....	16	Sloan, David, Magnolia .....	5
Pitt, Moses, do .....	1	Simmons, Alfred, Halifax.....	1
Pitt, R. S.....	1	Smith, William, Wilmington .....	2
Phillips, J J, do .....	20	Smith, R H, Halifax .....	8
Pittman, Beverly, do .....	4	Smith W L.....	10
Pittman, W D, do .....	4	Smith, A L.....	5
Pittman, Redin G, do .....	5	Smith, Sylvester, Raleigh .....	5
Pittman, N J, do .....	29	Smith, Samuel, Goldsboro'.....	10
Pippin, J W, do .....	5	Smith, Sophia L, Tarboro'.....	5
Pippin, J L, do .....	1	Smith, J M, do .....	12
Pippin, J H, do .....	1	Smith, Moses, do .....	5
Pippin, F A, do .....	1	Soutter, Robert & Son, Norfolk .....	10
Pippin, W M, do .....	5	Speight, Abner, Speight's Bridge....	5
Picket, Hosea, Est, Wilmington.....	5	Speight, J F, Est, Tarboro'.....	4
Penton, M L, Halifax.....	3	Southerland, D, Kenansville.....	5
Pope, Bosa, do .....	2	State of North Carolina.....	4000
Pope, Elijah, do .....	2	Staton, Baker, Tarboro'.....	40
Pope, George, P, do .....	2	Staton, J B, do .....	3
Pope, W E, do .....	1	Staton, H L, do .....	10
Plummer, H L, Petersburg.....	3	Stallings, James, do .....	3
Plummer, S A, do .....	2	Stancill, Jesse, do .....	4
Polvegt, C, Wilmington.....	12	Stanton, G W, Stantonsbury .....	1
Potter, S F, do .....	25	Strickland, Jordan .....	1
Porter, Joseph J.....	7	Stewart, F J, Tarboro'.....	1
Powell, Isaac, Est, Whiteville.....	20	Sugg, Reading S, Tarboro'.....	1
Powell, Eaton P, Tarboro'.....	1	Sugg, P S, do .....	1
Powell, J J W, do .....	130	Sugg, Josiah P, do .....	1
Powell, G W, do .....	2	Sugg, William, do .....	1
Powell, J W, do .....	3	Sugg, P C F, do .....	1
Powell, M E, do .....	2	Sugg, Elizabeth, do .....	1
Powell, Jesse C, do .....	1	Sugg, Annie S, do .....	1
Powell, A H, do .....	1	Swann, John, Est, Wilmington .....	60
Powell, W H, do .....	1	Tally, Nicholas, Columbia .....	9
Prehtiss, J B, New York.....	6	Tally, Samuel O, do .....	5
Proctor, John, Rocky Mount.....	1	Tally, W H, do .....	4
Purnell, Thomas R, Est, Wilmington.....	20	Taws, L H, Philadelphia.....	2
Purnell, E A, do .....	15	Talbot, John .....	1
Pullen, Roderick.....	3	Tannahill, Robert, Petersburg .....	3
Ransom, M W, Weldon.....	10	Taylor, Tohn A, Wilmington.....	6
Reardon, T R, Norfolk.....	1	Taylor, Tazewell, Norfolk .....	12
Reardon, H B, do .....	2	Taylor, Elijah, Jacksonville.....	5
Redmond, J M, Tarboro'.....	25	Taylor, H, A, Nashville.....	1
Richardson, Purdie, Wadesboro' .....	5	Taylor, B R, do .....	1
Ricks, Robert, Tarboro'.....	5	Thorp, John T, Rocky Mount.....	5
Roberts, W D.....	1	Thigpen, Kenneth, Tarboro'.....	5
Roberson, Catharine, Wilmington... ..	10	Thigpen, Jordan, do .....	7
Robinson, J M, do .....	2	Thigpen, James, do .....	1
Reynolds, W D & Co, Norfolk.....	5	Thigpen, A M, do .....	1
Ryan, J H, Executor B Baxter, Wil- mington.....	20	Thigpen, W A, do .....	1
Sanders, Richard, Est, Wilmington..	13	Thigpen, William, do .....	3
		Thigpen, J B, do .....	3

## LIST OF STOCKHOLDERS—CONTINUED.

NAMES AND RESIDENCE		NAMES AND RESIDENCE	
	Shares.		Shares.
Thompson, Zadoc, Goro.....	1	Whitaker, Robt, do .....	2
Thompson, Drury, A, ama.....	32	Whitaker, William, Enfield.....	2
Tillery, Thomas, R, y Mount.....	5	Whitfield, G W, do .....	5
Vanbokkelin, A F, Wilmington.....	2	Whitted, W N, Prospect Hall.....	20
Veale, J R, G, lian.....	8	Williams, David, Tarboro'.....	25
Vick, J J, Ro, y Mount.....	1	Williams, B F, Georgia.....	33
Vick, Marge, do .....	1	Williams, W H, Kenansville.....	20
Vick, J, do .....	1	Williams, Orrin, Tarboro'.....	5
Wallace, J D, Wilmington.....	20	Williams, E C, do .....	5
Wallace, S D, Trustee, Wilmington..	20	Williams, W A, Wilmington.....	10
Wann, A A, do ..	20	Williams, R S, Tarboro.....	10
Warren, John, do ..	1	Williamson, J A, do .....	1
Walker, H A C, do ..	10	Wimberly, R D, do .....	25
Walker, S E, do ..	10	Wilmington & Manchester R R Co...2050	
Washington, J C, Kinston.....	44½	Wiggins, Wright, Tarboro'.....	6
Washington, Richard, Goldsboro....	100	Winstead, Harriass, Joyner's.....	1
Washington, J A, Est, Kinston.....	10	Wiawall, Howard, Tarboro' A.....	3
Watson, R. A.....	1	Whitfield, N B, Kinston.....	3
Watters, S P, Wilmington.....	15	Woodberry, G W.....	5
Webb, Keziah, do .....	5	Woodard, Stephen, Black Creek....	5
Waddell, Matthew, Tarboro'.....	5	Wooster, John, Wilmington.....	31
Webb, O N, Halifax.....	1	Wooten, Council, Mosely Hall.....	5
Wells, Joel, Tarboro'.....	16	Worsely, Moyo, Tarboro'.....	10
Walston, Willie, Tarboro'.....	2	Worsley, William, do .....	1
Went, J W S, Texas.....	10	Worth T C & B G, Wilmington.....	1
Whitaker, M T, Enfield.....	1	Wright, John Grove, Chatham Co...3	
Whitaker, L H, do .....	2	Wright Rachel.....	10
Whitaker, B F, do .....	5	Wright, Thos H, Est, Wilmington...106	
Whitaker, J H, do .....	2	Wright, W A, do ....	76
Whitaker, L H B, do .....	99	Wright, Joshua G, do ....	50
Whitaker, Cary, do .....	2	Wright, D, Exe'r J Wright, Warsaw. 1	

Shares.....14,516½



# PROCEEDINGS

OF THE

## TWENTY-NINTH ANNUAL MEETING

OF THE

### STOCKHOLDERS OF THE W. & W. RAIL ROAD CO.

---

WILMINGTON, November 23rd, 1864.

The twenty-ninth Annual Meeting of the Stockholders of the Wilmington & Weldon Rail Road Company convened at the Court House at 10½ o'clock, A. M. this day. On motion of S. D. Wallace, Esq., the Hon. Henry T. Clark, of Edgecombe, was called to the chair, and Col. E. D. Hall and J. W. Thompson, of Wilmington, were appointed Secretaries.

The Secretaries were constituted a Committee to examine proxies and ascertain the number of shares of the stock of the Company represented. They reported that 1545 shares were represented in person, and 9225 by proxy, which, being a majority, the meeting was declared duly organized and ready to proceed to business.

O. G. Parsley, Esq., held the State's proxy.

S. D. Wallace, Esq., President, submitted the annual report of the President and Directors, and the accompanying reports of the Engineer & Superintendent, Treasurer and Auditing Committee.

On motion of James Owen, Esq., the report of the President and Directors was received, and the reading of the same was dispensed with, as it was printed and in the hands of the Stockholders present.

Mr. Alfred Martin offered the following resolution:

*Resolved*, That the salaries of the President, Treasurer and Superintendent of this company be increased thirty-three and one-third per cent. on their salaries for the past fiscal year, and that the Board of Directors be advised and requested to make a similar increase of the salaries of the Officers, Agents and employees, all to begin with the current fiscal year.

After some discussion the resolution was referred to a Committee of five stockholders, to consider the same and make a report thereon to this meeting. The chairman named O. G. Parsley, Wm A. Wright, P. K. Dickinson, John Dawson and W. L. Smith as comprising said committee.

Mr. O. G. Parsley offered the following, which was adopted:



*Resolved*, That the Secretary of the company be instructed to report to this meeting the number of meetings held by the directors during the past year, and the number of meetings from which each director was absent.

Mr. M. London offered a resolution, which was amended to read as follows, and passed :

*Resolved*, That with a view of obtaining necessary supplies for this road, the Directors of this company be authorized to subscribe for stock in one or more steamers, and ship cotton or other produce to purchase the articles needed.

The meeting adjourned to meet at 4 o'clock P. M.

4 o'clock P. M., Nov. 23rd, 1864.

Met according to adjournment.

General Walter Gwynn offered the following :

*Resolved*, That the Directors of this company be required to apply to the General Assembly of this State, now in session, for an amendment of the charter of the company, empowering the company to purchase an iron mine or mines, together with wood and coal lands, and water power for the purpose of working the same and obtaining iron for the use of the road, and to construct the necessary shops and furnaces for that purpose.

After a brief discussion the resolution was adopted.

On motion of Col. S. L. Fremont it was

*Resolved*, That the by-laws of the company be revised and printed, in connection with any new edition of the General Regulations of the company, under the direction of the Board of Directors.

The committee appointed to take into consideration and report on the resolution offered by Mr. Martin, submitted through their chairman, Mr. O. G. Parsley, the following as embodying their views, and recommend the adoption of the same :

*To the Stockholders of the Wilmington and*

*Weldon Rail Road Company :*

The Committee to whom was referred the resolution in reference to the compensation to be paid to the officers and employees of this company, have considered the different questions presented in said resolution, and respectfully submit the following as the result of their deliberations :

Your Committee is of opinion that in view of the action of the stockholders at their last meeting, and the action of the Directors during the past year, the Stockholders are not required, by considerations of propriety or justice, at this time, to add to the compensation received by the officers and employees during the past year, anything in the way of a bonus or extra pay. The reason inducing this conclusion, cannot, for want of time, be extended or even presented in substance in this report.

Your Committee having considered the question of compensation for the coming year, respectfully submit that the salary of the President be \$8,000, and that of the Secretary and Treasurer \$6,000, and that the salaries of the other officers, and the employees of the company whose salaries are usually fixed by the Board of Directors, should be fixed and adjusted from time to time, by that body, upon principles of justice and liberality, as well to the company as to the parties employed,

due regard being had to the exigencies of the company, the merits of the officer or employee, and the value of the medium in which payment is made.

O. G. PARSLEY,  
Chairman.

On motion, the report of the Committee was received, and it was thereupon

*Resolved*, That the salary of the President, for the next ensuing year, be fixed at \$8,000, and that of the Treasurer at \$6,000, as recommended by said report.

The Chairman read the report of Mr. J. W. Thompson, Secretary of the company, made in conformity with the resolution offered by Mr. Parsley, which was received.

On motion of R. Bradley, Esq., the resolution offered by General Gwynn, and adopted, was reconsidered and laid on the table.

The meeting then proceeded to the election of a President and seven Directors on the part of the stockholders for the ensuing year, the secretaries being appointed to receive and count the ballots.

Whereupon, S. D. Wallace was unanimously elected President.— and P. K. Dickinson, A. J. DeRossett, John D. Bellamy, Bennett Flanner, Edward Kidder and Walker Meares, of Wilmington, and William S. Battle, of Edgecombe, were duly elected Directors.

Mr. Henry Nutt, a member of the Board of Internal Improvements of the State, announced the appointment by that body of William A. Wright, Esq., of Wilmington, Col. G. W. Collier, of Wayne, and Mr. W. W. Brickell, of Halifax, as Directors of this company, on the part of the State, for the ensuing year.

On motion, it was

*Resolved*, That Patrick Murphy, John D. Love and John C. Latta be appointed a Committee to audit the accounts of the company for the ensuing year, and that in the event of a vacancy occurring in the Committee, or failure of any of them to serve, the Board of Directors be authorized to fill said vacancy.

On motion, it was

*Resolved*, That the Secretaries, with W. A. Wright, be a Committee to prepare the proceedings of this meeting for publication, and that the usual number of copies of the same be printed for distribution among the stockholders.

On motion,

*Resolved*, That the next annual meeting of this company be held in Wilmington, on the first Wednesday after the third Monday of November next, or, if impracticable to hold the meeting in Wilmington, then at such other place as the President and Directors may appoint; due notice being given of the time and place

On motion of W. A. Wright,

RESOLVED, That the thanks of the meeting be tendered to the Chairman.

The meeting was then adjourned *sine die*.

H. T. CLARK, Chm'n.

E. D. HALL,  
J. W. THOMPSON, } Secretaries.



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G. G. LARSEN

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# REPORT OF THE PRESIDENT AND DIRECTORS

*To the Stockholders of the Wilmington and  
Weldon Rail Road Company :*

GENTLEMEN :

The charter of the Company requires "that the President and Directors shall render distinct accounts of their proceedings and disbursements of money to the Annual Meeting of the Stockholders, and at such other times when the Company shall require it," we therefore submit the following as our *twenty-ninth* annual report :

## RECEIPTS.

The receipts from Transportation of Passengers, Freight and Mails this year, have been.....	\$2,966,603 32
From sales old iron.....	43,436 65
Making.....	\$3,010,039 07
Received also from Subscriptions to Capital Stock of Tarboro' Branch Rail Road.....	2,289 30
Received from Interest.....	25,259 23
Received Dividends from Wilmington and Manchester Rail Road.....	26,633 25
Received from sale of uncurrent money.....	383 25
Total receipts.....	\$3,064,605 00

## DISBURSEMENTS.

Expenses, operating the Road this year.....	\$1,777,733 35
Confederate States Tax paid.....	86,486 00
Appropriated to Dividends.....	435,245 00
Paid for Real Estate and construction of Warehouses.....	12,267 50
Money lost, sent to pay for brick.....	1,700 00
Extra pay to employees, ordered by Stockholders.....	26,496 67
Loss by discount on currency.....	12,911 85
Cost of Bacon, Lard and Tallow destroyed by the enemy.....	36,889 00
Cost of Cotton lost at sea.....	2,696 55
Loss on purchase and sale of Cotton...	10,331 45
Loss by counterfeit money taken.....	100 00—
	2,402,862 37
Balance.....	\$661,742 63

## ASSETS.

The Company had on the 30th September, 1864—

Cash .....	\$ 122,980 69
Bills receivable .....	2,479 85
Due from Post Office Department.....	35,289 33
Due from Confederate States and from North Carolina...	1,229,730 33
Due from other Companies and from Dividends.....	54,120 61
Due from Agents.....	10,337 17
Cost of Cotton in possession.....	78,945 74
Confederate States Coupon Bonds, 8 per cent. interest...	2,000 00
Confederate States Registered Bonds, 8 per cent. interest	84,400 00
Confederate States Registered Bonds (fifteen million loan)	10,000 00
Confederate States Coupon Bonds, 7 per cent. interest...	1,000 00
Confederate States Registered Bonds, 4 per cent. interest	227,300 00
Confederate States Cotton Bonds, (66) cost.....	99,000 00

Amount.....	\$1,957,583 72
Assets of like character, on 30th September, 1863.....	987,154 21

Increase during the year.....	\$970,429 51
The debt of the Company has increased this year.....	308,686 88

Which deducted, leaves a net increase of.....	\$661,742 63
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A sum corresponding with the balance, as above stated.

In addition to the above sum of.....	\$1,957,583 72
The Company has stock in Railroads and other Companies	125,800 00
And Negro property which cost.....	12,750 00

Making assets amounting to.....	\$2,096,133 72
The Company's debt is.....	1,075,003 45

Leaving an excess over the debt of.....	\$981,130 27
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Besides our Roadway, Machinery, Station Buildings, &c. &c., provided the securities held should eventually command par value.

## ROADWAY, IRON, &amp;C.

A constant cause of anxiety is a knowledge of the fact that our rails are gradually wearing out, and the means of renewal cannot at this time be relied on with any certainty. This consideration has counseled us to resort to every aid and appliance which would retard deterioration, and lengthen the period of durability. We, therefore, determined to run our trains at a low rate of speed, as a preservative both to the track and machinery, and most decided have been the results in favor of this policy. We are satisfied that the rapid waste of former years have been considerably arrested, and that extended durability will be secured by this movement. The object in view has also been benefitted by keeping the road bed in proper condition, solid and dry. Appreciating this, we have caused an extensive renewal of cross-ties to be laid



down, and proper drainage to be effected, so that through the winter months there will be but little necessity for operations in that department. The repair furnaces have been kept constantly at work, and the iron repaired has materially improved our condition. We have secured two hundred tons of iron, nearly as good as new, which is being received and laid down, and which will enable us to keep the track in good working order this year, but it is very desirable that a large quantity in addition should be obtained, in order that the track may be put in the best condition.

#### BRIDGES AND TRESLE WORK.

These are reported to be in sound and safe condition, and are immediately in charge of a master carpenter, with sufficient force. One bridge, (Prince George,) has been rebuilt during the year. The strictest vigilance in this department has been enjoined.

#### ROLLING STOCK.

The greater part of the past year our rolling stock was taxed to its utmost capacity to perform the service required, and consequently became much worn, so that for a period it was only by great exertion transportation was effectively executed. Subsequently, the relaxation of business afforded the opportunity to improve the condition of our machinery, which has been done; and we are now able to perform all the work required. Our coaches and cars show the effects of this heavy service, and yet need considerable repair,—especially do we need wheels and axles to enable us to put in use many cars now lying idle. These we are receiving from time to time, but not as rapidly as our demands require.

The pressure of the war is felt in our mechanical departments with as much force as elsewhere. The want of proper materials prevents that rapid execution of work otherwise attainable, and the substitution of improper materials often renders the work, when performed, less satisfactory and durable. Labor of an inferior class is in many cases forced upon us, and these drawbacks are only fully realized by those in charge of the work, and who, with every disposition to remedy them, find themselves often unable, from the force of circumstances, to do so.

#### BUILDINGS.

A large and commodious warehouse has been constructed at Weldon, which facilitates our business at that point. A passenger house and ticket office, and a shed for the preservation of engine and cars, has been erected at Tarboro', and it is designed to erect a warehouse there at an early day, as our business much requires it. At various points the wood and water stations have been enclosed by suitable structures uniting comeliness and comfort with economy. This work, as well as the general repairs, incidentally necessary, has been performed by a competent workman who has in charge a small force, and we think that the arrangements for business along the line are better than at any previous time of the company's existence.

#### DIVIDENDS.

Two dividends have been declared the past fiscal year, the first of

*twenty*, and the second of *ten* per cent. As compared with the value of coin, the amount is a very small return to the stockholders, but in view of the condition of our affairs we doubt not will be satisfactory.

#### TAXATION.

It will be observed that the sum of \$86,486 has been paid as a tax to the Confederate States. This was done after much hesitation, and, finally, under protest, as it was believed that by the provisions of our charter the company and its property is exempt from taxation of every nature and kind, and equally so, whether levied by the Confederate States, or levied by the State of North Carolina. This view has been confirmed by eminent legal opinion, subsequently obtained, and acting in conformity therewith, the President of the company has been instructed not to pay any taxes hereafter.

#### THE PROSPECTS.

The occupation of the Petersburg and Weldon Road by the Federal army has already operated very injuriously to the interests of this company. We estimate that our receipts would have been greater by \$300,000 the past year, but for this cause; and while the cause continues we may expect diminished receipts. The bulk of through business destined to and from Petersburg and Richmond will necessarily pass over the most direct route, and that portion which passes over this road will leave it at Goldsboro'. We have found it necessary already to limit the accommodation for passengers between Goldsboro' and Weldon to one train daily, and to carry most of the freight between those points by that train.

On the return of business, and as occasion may demand it, the usual facilities will be resumed, and we hope soon to be fully employed in transporting agricultural productions in that section. We think that sufficient business between this place and Goldsboro' will offer to employ the usual number of passenger and freight trains. With this uncertainty as to the extent of business, we do not think that the expenses can be materially reduced. The irresistible pressure of necessity will demand that a full organization be maintained, in order that we may be prepared for any emergency, and, consequently, supplies and labor must be accumulated with a view to that end. Time alone can determine the policy to be pursued, and our action will have to be governed by circumstances.

It is hardly necessary to add, what is so well known, that prices are still in the ascendant, and that we have no alternative but to submit to the ruling prices for all necessary articles of consumption.

The report of the Engineer and Superintendent and the accounts of the Treasurer, with the accompanying tabular statements, is also herewith submitted.

Our thanks are due to officers, agents and employees, for efficient discharge of duties.

Very respectfully,

S. D. WALLACE,

*President.*



## LIST OF OFFICERS AND AGENTS

*Of the Company, with their Salaries, on the 30th September, 1864.*

## EXECUTIVE OFFICERS.

	PER ANNUM
S. D. Wallace, President,.....	\$3,000 00
J. W. Thompson, Secretary and Treasurer,.....	4,500 00

## ADMINISTRATIVE OFFICERS.

S. L. Fremont, Chief Engineer and Superintendent,.....	7,000 00
Wm. M. Poisson, General Ticket Agent and Book Keeper,.....	4,000 00
Wm. Smith, Master of Transportation,.....	4,000 00
A. D. Love, Superintendent's Clerk and Auditor,.....	3,000 00
Wm. J. Yopp, General Freight Agent,.....	4,000 00
T. L. Love, Assistant do do	3,000 00
W. H. Shaw, do do	3,000 00
A. H. Cutts, Depot Agent,.....	3,000 00
E. T. Love, Store Keeper,.....	3,000 00
John Crone, Road Master, Northern Division,.....	4,000 00
Silas Bass, do do Southern do	3,000 00
S. J. Walton, Bridge Master,.....	3,000 00
J. J. Minor, Warehouse Carpenter,.....	2,400 00

## STATION AGENTS.

John Campbell, General Agent, Weldon,.....	
W. T. Whitfield, Assistant do do	
A. J. Galloway, Station Agent, Gold-boro',.....	2,800 00
W. B. Bryan, Assistant do do	1,200 00
D. M. Millan, Station Agent, Rock Point,.....	120 00
J. C. Croom, do do Burgaw,.....	120 00
A. D. McDonald, do do Leesburg,.....	150 00
G. Boney, do do Duplin Roads,.....	120 00
H. Hollingsworth, Station Agent, Magnolia,.....	500 00
D. G. Morisey, do do Warsaw,.....	500 00
R. C. Bowden, do do Bowden's,.....	120 00
J. B. Faison, do do Faison's,.....	250 00
L. W. Kornegay, do do Mount Olive,.....	250 00
David McKinnie, do do Dudley,.....	250 00
J. J. Scott, do do Nabunta,.....	250 00
J. S. Holt, do do Black Creek,.....	200 00
A. D. Farmer, do do Wilson,.....	700 00
W. D. Farmer, do do Joyner's,.....	300 00
Josiah Farmer, do do Rocky Mount,.....	700 00
Levi Bryan, do do Battleboro',.....	450 00
M. C. Heptinstall, do do Enfield,.....	500 00
Geo. W. Owens, do do Halifax,.....	340 00
T. Oberry, do do Tarboro',.....	700 00

## CONDUCTORS.

A. Alderman, Passenger Train,.....	3,000 00
E. D. Browning do do	3,000 00
John R. Ivey, do do	3,000 00
H. S. Hazell, do do	3,000 00
H. D. Gilbert, do do	3,000 00
A. J. Murray, do do	3,000 00
R. A. Watson, Passenger Train, Tarboro' Branch,.....	3,000 00
T. H. Christie, Baggage Master,.....	1,800 00
Bart Bailey, do do	1,800 00
A. S. Thompson, do do	1,800 00

## MECHANICAL DEPARTMENT.

	PER DAY.
F. A. McMillian, Master of Machinery,.....	25 00
John C. Wright, Master Carpenter,.....	20 00
B. J. Langston, Engineer Passenger Train,.....	20 00
B. W. Williams, do do do	20 00
D. F. Savage do do do	20 00
Richard Casey, do do do	20 00
M. L. Adams, do do do	20 00
J. H. Carpenter, do do do	20 00
John Dacey, do do do	20 00
John Lithicum, do do do	20 00

P. Mayher, Engineer Passenger Train,	20 00
Lewis Marble, do do do	20 00
Augustus Duffie, do do do	20 00
B. S. Driver, do do do	20 00

PER ANNUM.

James Daniels, Yard Engineer,	3,600 00
Daniel Ritter, Engineer Wood Train,	2,400 00
W. D. Southall, Engineer Tarboro' Branch,	3,000 00

PER DAY.

Machinists, 1st Class,	20 00
do 2d do	17 50
do 3d do	15 00
Apprentices,	from 6 to 12 00
Carpenters, 1st Class,	18 00
do 2d do	15 00
do 3d do	12 00



# REPORT OF THE CHIEF ENGINEER AND SUPERINTENDENT.

WILMINGTON AND WELDON RAIL ROAD COMPANY, }  
Wilmington, October 1st, 1864. }

S. D. WALLACE, Esq., *President* :

*Sir*—I have the honor to submit my tenth Annual Report of the operations of this Road, as required by regulations, for the fiscal year which terminated on the 30th September last.

## RECEIPTS AND EXPENDITURES.

### RECEIPTS.

The gross earnings and receipts for the fiscal year have been as follows :

Receipts from Through Passengers...	\$ 784,870 24	
Receipts from Way Passengers.....	688,051 27	
Receipts from Freight.....	1,434,378 68	
Receipts from Mails.....	25,308 25	
Receipts from Miscellaneous sources...	77,431 53	
Gross Receipts for 1864.....		\$3,010,039 97
Gross Receipts for 1863.....		1,402,831 60
Increase for 1864.....		\$1,607,208 37

The receipts for the Branch to Tarboro' are included in this statement.

### EXPENDITURES.—DEPARTMENT OF ROAD REPAIRS.

#### *Maintenance of Permanent Way—*

Cost of ordinary repairs of track.....	\$302,560 50	
Cost of extraordinary repairs of track,	10,000 00	
Cost of repairs of Bridges and rebuilding Prince George Bridge.....	34,500 00—	\$47,060 50

### DEPARTMENT OF TRANSPORTATION.

*Rolling Stock.*—Cost of repairs of Locomotive Engines and materials on hand for repairs.....

\$336,166 27

Cost of repairs of Passenger Cars, and materials on hand for repairs.....

80,225 50

Cost of repairs of Freight Cars, and materials on hand for repairs.....

100,340 16— 516,731 93

*Train Expenses.*—Pay of Conductors, Engineers, Baggage Masters, Train

Amount carried forward..... \$863,792 43

Amount brought forward.....		\$863,792 43
Hands and Firemen .....,.....	140,643 57	
Cost of Fuel for Engines, Cars and Stations .....,.....	111,510 55	
Cost of Oil, Tallow, Grease and Waste .....,.....	104,846 14	
Miscellaneous expenses of Trains.....	350 20—	357,350 46
<hr/>		
<i>Station Expenses</i> ,—Cost of Wood and Water Stations, Buildings.....	55,031 12	
Cost of Printing Blanks, Ticket Books, Annual Reports, &c., &c....	9,500 30	
Pay of Hospital Physician, Nurse, Station Agents and Warehouse Hands.....	18,150 00	
Miscellaneous expenses of Stations....	2,500 00—	85,181 12

## GENERAL EXPENSES.

Cost of New Locomotives, &c.,	nothing.	
Cost of new Freight and Passenger Cars .....	\$25,965 42	
Cost of Subsistence, Clothing and Medical Stores.....	357,730 48	
Loss and Damage.....	36,566 43	
Half cost of Steam Ferry.....	3,500 00	
Salaries of Officers.....	22,860. 03	
Miscellaneous and office expenses.....	24,791 98—	471,414 34
<hr/>		<hr/>
Total cost of operating.....		\$1,777,738 35
Leaving net receipts for 1864.....	1,232,301 62	
Net receipts for 1863.....	809,652 67	
<hr/>		<hr/>
Increased net receipts for 1864.....	\$422,648 95	

The item of Tax paid the Confederate States of \$86,486 00 appears with "incidental" expenses in the table of cost of operating, which does not pertain to the cost of operating the Road, and is therefore rejected from this statement.

From the foregoing statement we have the net receipts for this year considerably larger than for any previous year of the Company's existence, but when we take into consideration the value of a dollar of currency as compared with the legal *standard of value*, (and this statement is given in currency,) we are reminded of the very poor exhibit we make. In fact, the net increase thus viewed is the smallest that has been made in several years.

For the same reasons the cost of operating has been out of the usual proportion to the receipts—for while the company pays nearly specie value for all materials and supplies consumed—and for services rendered about half specie value—a much lower standard has ruled in the compensation received for transportation, and especially so in all cases of



Government transportation. And when we consider that nine-tenths of all the transportation performed during the year has been for the Government, we are at no loss to account for the unusual discrepancy between the receipts and expenditures.

At the beginning of this conflict the Railroads represented in convention at Montgomery pledged themselves to work for the government at *half rates*. This was a generous offer, but one that they could well afford to make in view of the increased amount of business that it would give to all the principal lines.

Could this principle have continued to rule in the payments for services rendered the Government, no one would have just cause to complain. But what do we see now, in comparing the present rates of compensation with those for 1861?

Let us examine—In April, 1861, the compensation for transporting troops was two cents (2) per mile per man; in April, 1864, the rate was two and a half cents ( $2\frac{1}{2}$ ) per man per mile, though in May following the rate was doubled and made five cents (5) per man per mile, which is the present rate.

In April, 1861, our best machinists were in receipt of (2 50) two and a half dollars per day; the board of mechanics was about eighteen to twenty dollars per month; Flour six dollars per barrel, meat ten to twelve cents per pound, and a suit of clothes cost not over fifty dollars.

In April, 1864, our best machinists are in receipt of twelve (and to-day it is twenty) dollars per day; their board is from ten to twelve dollars per day, or from \$300 to \$350 per month; Flour (\$350) three hundred and fifty dollars per barrel; meat five to six dollars per pound, and a suit of clothes from one thousand to fifteen hundred dollars.

In 1861, oil cost but one dollar per gallon, now it is worth fifty.—Iron but four cents per pound is now worth two to three dollars, nails four cents per pound, are now worth as many dollars.

Yet with all this enormous increase in the cost of living the compensation by Government has at best only been doubled.

How then, with all this increase in the cost of operating this line of Railroad, can the owners expect to maintain it in working order at the present rates for government service! I think it cannot be done, and it behooves the managers of the work to take immediate steps to apply a remedy.

There are two methods which suggest themselves by which this can be effected. First to ask the government to pay, as in 1861, one half *local rates*—say ten cents per mile for troops and freight, in a similar ratio to private rates, or continue the present rates and let Government supply the roads with materials and provisions at Government prices.

The first method it has been said would destroy the currency by the great increase it would require, but the second is practicable and would improve the currency—without doubt.

All the difficulty, of course results from a depreciated currency, and the depreciation is recognized by every department of the Government, Legislative and Executive. Congress recognizes it in tax and currency

laws, and the head of the exchequer in fixing the price of bonds to be paid for in currency—and yet no allowance is made for this depreciation when payments are made to Railroads for services rendered.

#### DEPARTMENT OF TRANSPORTATION.

The aggregate mileage made by all trains has been 465,000 miles, carrying 155,347 through, and 225,335 way passengers, yielding an income of \$1,472,921 51, while the receipts from freight are \$1,434,378 68, the mail pay is \$25,308 25, making the gross receipts from the working of this department \$2,932,608 44.

The amount of work done by the department is considerably in advance of that for any previous year, and very greatly so, if we except the last preceding year. The officers of the Quartermasters Department stationed at the principal points on the road, and at its *termini* have borne unanimous testimony to the fidelity and energy that has characterized the operations of this department since the beginning of this war, so far as the Government transportation is concerned.

\* \* \* \* \*

#### PERMANENT WAY.

The road bed and superstructure are in quite as good condition for another year's service as they were at the beginning of the fiscal year just closed, with the exception of *rails*. The number of sleepers or cross-ties placed on the track during the year has been considerably larger than it was the previous year, and if no unforeseen cause prevents, the number will be increased during the current year.

Rails cannot so readily be obtained, and we now need at least 1,000 tons of new ones for repairs.

We are repairing by welding up and splicing our old rails in the furnaces in Wilmington, as usual, and without which the track could not now be in working order. Yet, there is a limit to our operations in this way, as only about one-half of the rails can be repaired, and each year the quantity diminishes; therefore new rails must be supplied to aid in maintaining a good track.

#### BRIDGES.

All our bridges, including trestles, are in good order—much better than they were last year, in consequence of a larger and better force having been applied to this work.

A new truss bridge now spans Prince George Creek, which removes all doubt about the safety of that crossing.

The temporary or trestle bridges now constructed over the *Neuse* and *Tar Rivers*, to replace those destroyed by the enemy, stand remarkably well, and are, unquestionably, the best bridges to be used in the face of a hostile army.

Their destruction is much more difficult than with more permanent bridges, and the time required in their construction cannot materially impede the movements of our own troops.

With our present facilities, not more than one week will be necessary to rebuild any of them.



## IMPROVEMENTS IN TRACK, MACHINERY, MACHINE SHOPS, &amp;c.

I beg to call your attention to the remarks contained in my last Annual Report on this subject. They are as applicable now as they were then, and I cannot think the subject an unimportant one.

I have, in a special communication to the Board, on the subject of *renewal*, estimated that one half, at least, of the whole of the main stem should be laid with new rails, whenever it shall be possible to procure iron for the purpose. I would recommend that all new rails to be supplied shall not be of lighter weight than fifty-six, nor heavier than sixty pounds to the yard.

The reason for the increase of weight is obvious to all engineers or practical Railroad officers. Rails should bear a certain relative proportion in weight per foot to the weight of the load they have to sustain and the blows falling upon them—which are composed of the weight and speed of engines;—and though much may be done by improving the quality of rails, and by increasing the number of supports or ties, to make a light rail do duty in a track traversed by heavy machinery at high speed, yet all experience has shown that we cannot safely depart from certain laws of proportion. Rails of much less weight than sixty pounds to the yard have been found here to be too light for engines of twenty-five or thirty tons weight.

'Tis true the lighter the rail the more thoroughly will the iron of which it is composed be worked, and hence the lighter the rail, within the limits of due proportion, the better will be the track we shall obtain.

Many experiments have been made in England and America to test the quality of rails, and obtain the very best of rails without regard to cost.

From my own experience, and what I have been able to gather from reading the results of numerous experiments made on both sides of the Atlantic, I am fully persuaded that the road should be laid over as soon as practicable with a sixty pound rail.

I respectfully recommend, that as soon as practicable, a contract be made with some American or English manufactory of Railroad iron, to make 10,000 tons of Rails of the best quality—specifications to be carefully drawn; the rails to be submitted to the most *thorough* tests before being received.—*Our own State should supply them.*

In this way the road may be relaid in such a manner as to be of great durability, and in point of economy of repair, beyond anything known in this country.

With such rails, and with joint fastenings of the most approved kinds, a track may be obtained upon which such a speed may be attained within limits of safety, as will defy all competition—so that the distance between Wilmington and Weldon can be made with great ease in five and a half hours, and at this speed with as much safety as the route by way of Danville & Greensboro' can be run at a rate of twenty miles per hour.

In connection with this, let the Cape Fear be spanned by a substantial bridge, the route South to Kingsville be put in good condition, and we shall not feel any drain of our passenger business by the opening of the much dreaded "Piedmont" route.

## JOINT FASTENINGS.

The double lipped rolled chairs which was adopted by the board in 1860, has been of great service to our track, and had these chairs been a few pounds heavier, (and which I strongly urged at the time,) they would be of much more value to-day, as they would have been vastly more durable.

In relaying the track, let the chairs be of not less than fifteen to eighteen pounds weight, and rest on two consecutive cross-ties, with joint of rails between, and we shall have a track that will not injure the machinery, and itself be of the greatest possible durability, and hence of the most economical description.

## IMPROVEMENTS IN MACHINERY.

Should the war terminate during the present fiscal year, we should be in a condition to procure, as we should probably be in need of, ten locomotive engines of the best quality, and most approved descriptions; one hundred freight cars, and from fifteen to twenty passenger cars.

The entire re-construction of the warehouses, tracks and repair shops at Wilmington, according to a plan heretofore submitted, should be made, unless a better one can be suggested.

To that end materials are now being accumulated, and with ordinary energy, during the year, in collecting means, all these improvements may be made without effecting a reasonable and healthy dividend to the stockholders.

\* \* \* \* \*

I refer to the great delay in loading and unloading freight here, and [until this year,] at Weldon; the great loss of labor in making repairs, from the crowded condition of the repair shops and yard, and for the want of proper housing and shelters for engines and cars; the want of small repair shops at some other proper points on the line of the road, together with the want of a complete system of warehouses and passenger houses at all the stations—and last, tho' not least, the almost entire absence of masonry on the line of the road, except at the principal streams. It is quite time now that the whole road should be completed and finished in the best and most durable manner, and that we may look forward to that object, and accumulate means and materials for that purpose, I call your attention to it now.

## NEW BUILDINGS.

A new passenger station house, nearly completed at the beginning of the fiscal year, was, during the winter, destroyed by fire, undoubtedly the work of an incendiary. Another has been contracted for at that place, and its construction will soon be commenced and completed.

A new passenger station house has been erected at Tarboro,' in place of the one destroyed by the enemy in July, 1863. An engine and car house has been completed at Tarboro.'

A large warehouse has been erected at Weldon, which removes much of the cause of delay there in loading and unloading trains. This building was to be the joint property of the Government, Petersburg and Wilmington and Weldon Rail Road Companies. The account will be ready for presentation very soon.



New warehouses are now fully completed, in addition to the above, at Whitaker's, Rocky Mount, Dudley, Mount Olive, Warsaw and Leesburg.

One at Tarboro', in course of construction, will be done before Christmas.

We are preparing materials for warehouses at Nahunta, Pikeville, Burgaw and Rocky Point, with a ticket office, passenger room and fire place in each.

#### MASONRY.

If practicable, an attempt will be made during this year to put in some culverts.

One million of good bricks have been purchased and paid for, and as opportunity offers they will be hauled and distributed at points on the line of the road where they are to be used.

The stone quarry has been worked with only a small force. Some 500 to 600 cubic yards of stone are ready, and a track has been laid to the quarry from the main stem.

A new warehouse of bricks will be constructed at Wilson, at as early a day as practicable.

#### TABLES, INVENTORY, &C.

The accompanying tables and inventory of Company's property will supply all needful information as to the condition of machinery and tools, and the value of property represented by the capital stock.

#### CONCLUSION.

In conclusion, I must again ask your attention to the compensation of the officers, agents and employees of the company.

The cost of living in the town of Wilmington is believed to be greater than at any other town in the Confederacy, in provisions and house rent. Dwellings that had rented last year for four or five hundred dollars, are now rented for double as many thousands.

I suggest that rations of subsistence be issued regularly to each employee, if he desires it, not to exceed one to each man, with the privilege of buying one more at cost, if he has a family.

I commend this subject to your favorable consideration.

I am, respectfully, your ob't serv't,

S. L. FREMONT,

*Chief Engineer and Superintendent.*

## A STATEMENT

*Of the value of Company's Property of every kind, on hand the 30th  
September, 1864.*

<i>Road.</i> —For Roadway, Bridges, Warehouses, Wood Sheds, Water Stations, &c., except at Wilmington, Weldon and Goldsboro', 161½ miles		
main track at \$16,000.....	\$2,584,000 00	
One-half of the Warehouse at Weldon.....	1,800 00	
One-third of the Passenger Station at Weldon.....	3,000 00	
Wood Shed, (one-half of Water Station,) and Engine House at Weldon.....	1,000 00	
One-half of the Warehouse at Goldsboro'.....	6,000 00	
One-third of Depot Shed, at Goldsboro'.....	1,500 00—	\$2,597,300 00

<i>Depots and Shops.</i> —Shops, Depot Sheds, Warehouses and other buildings at Wilmington.....		
	\$75,000 00	
Lands, including Wharves and "Love Grove," at Wilmington.....	100,000 00	
Lands at Burgaw.....	750 00	
One-half of the Steamer "Harlee,".....	10,000 00	
Eleven Negro mechanics and laborers,.....	13,500 00—	199,250 00

<i>Rolling Stock.</i> —Locomotives, (26)....		
	\$136,200 00	
Coaches and Cars, (182).....	109,300 00—	245,500 00

<i>Machinery and Tools.</i> —In Finishing		
Shop.....	\$15,189 05	
In Foundry.....	843 50	
In Blacksmith Shop.....	2,682 00	
In Coppersmith Shop.....	259 20	
In Boiler Shop.....	245 25	
In Car Shop.....	1,440 00	
In Paint Shop.....	114 90—	20,773 90

<i>Value of Materials.</i> —Iron, Copper, Tin, Coal, Castings, Old Wheels and Axles, Lumber, Yellow Pine, Oak and Poplar, Paints, Oils, &c.....		
	\$4,699 27	
Wood on hand, 2,000 cords at \$1 50 per cord.....	3,000 00	
Cross-ties on hand, 3,904, at 20 cents each.....	1,171 20	

Amount carried forward.....\$3,062,823 90



Amount brought forward.....	\$3,062,823 90
Bridge Timber on hand, 52,011 feet at \$8 per M.....	416 08
Lumber, sawed, 25,000 feet at \$15 per M.....	375,00— 9,661 55
<i>Tools belonging to Road Repairs.—</i> Spades, Shovels, Axes, Hand Cars, Carpenters' Tools, &c.....	1,950 00
Total value of Company's property, September 30th, 1861.....	3,074,435 45
Total value of Company's property, September 30th, 1856.....	2,858,737 57
Increased value in five years .....	\$217,850 38

To the value ..... \$3,074,435 45  
 Add 18 miles of Branch, at \$8,000  
 per mile..... 144,000 00

Total value of Main Stem and Branch. \$3,218,435 45  
 Increase ten times—Value of 1864... \$32,184,354 50

The above is the inventory of property for 1861. To this list may be added four Engines purchased from other roads and from the Government, and forty Freight Cars, besides extensive repairs on all Cars and Engines, and many new Warehouses, &c. This increase may, to some extent, make good the depreciation.

We will then increase the valuation of 1861, and by multiplying by ten we will probably arrive at as correct an estimate of the Company's property, in currency, as can be made at this time.

S. L. FREMONT,  
*Chief Eng. & Supt.*





